The Deployer

Message from the PM

Welcome to the Summer edition of The Deployer! The program office has just entered formal testing of our Block 3 Joint Reception, Staging and Onward Movement capability. It is exciting to see it actually come to fruition. I believe this capability will finally enable our transporters to engage with our unit movers in a collaborative fashion as we strive for the objective of In-Transit Visibility.

Block 2 training continues at a number of locations. As this issue goes to press, we are finishing training at Forts Bliss and Dix while prepping for National Guard Brigades in Tennessee and the Northwest.

I mentioned a U.S. Transportation Command led "Capabilities Based Assessment Team" (CBAT) for Theater Distribution and Installation Transportation Office in the last edition. The CBAT analysis and business case was briefed to the Deputy Secretary of Defense by the TRANSCOM Commanding General, and the CBAT recommendations were approved. The implications to the program office are still being worked out, but I believe we have made a major stride for enabling the transportation community.

We remain committed to supporting the redeployment cells in Kuwait. We are engaged with the on-the-ground team to streamline and improve their operations.

As many of you know, Doug Garrell, our Director of ILS and Fielding retired at the end of June after 37 years of faithful service. We are sad to see him go, but wish him well in his future endeavors.

I have also been offered an opportunity to retire from Federal Service. I accepted the offer with the single regret that I won't be able to finish the job we started three years ago. I knew then that it was unlikely that I could complete it in the standard 3-4 years a PM gets, but was hopeful that we would make good progress. While we have made up a lot of ground, there are many challenges yet to overcome.

As I take my leave of you, please remember that regardless of our individual objectives, the purpose and focus of our mission is to serve the Soldier (Sailor, Airman or Marine) who serves us in harm's way. Here's to us and them like us. Absent Companions!

'Til we meet again.

Robert Morris
PM, TIS

INSIDE

Annual Unit Movement Data (UMD) Update in TC-AIMS II

This report is also known as the Annual COMPASS Report, or to TCACCIS users, the *Annual AUEL Update*. To aid CONUS-based deployable units in their annual UMD update using TC-AIMS II, TIS Program Office in collaboration with the Deployment Process Modernization Office (DPMO) has created a series of screenshots with written details in a Powerpoint file. This file can be accessed through the following link: *https://www.tis.army.mil/Library/Documents%20appearing%20in%20Deployer.htm.* Also, for your convenience, FORSCOM Regulation 55-2 is posted in this same location. ☮

TC-AIMS II Course Redesign

By Melina Culver,
Curriculum Analyst

Through a collaborative effort, two new training courses have been implemented. A two-week Joint User Course (JUC) encompassed a wide range of training from fundamentals of deployment to detailed planning, maintenance and execution of various movement plans. Training migrated into Unit Move I (UM1) and Unit Move II (UM2). However, UM1 and UM2 are nine-day courses that outline specific tasks applicable to Unit Level or Installation personnel. This teaches users how TC-AIMS II facilitates their area of operation, and does not overwhelm users with other activities performed at a higher or lower echelon.

UM1

This course provides Unit Level personnel with basic knowledge and skills to perform procedures necessary to operate TC-AIMS II software and hardware. After an introductory overview of the Army deployment process, trainers instruct Unit Movement Officers (UMO) in those particular procedures assigned to the UMO profile in TC-AIMS II, with focus on the following areas:

- Data completion
- Maintaining and updating the Organizational Equipment List (OEL)
- Creating Unit Deployment List (UDL)

Moreover, the course also offers a thorough, practical understanding of Automatic Identification Technology (AIT). Instruction is primarily hands-on training utilizing instructor-led and independent student practical exercises, demonstration and lecture.

Students complete an end-of-course exam that puts all facets of TC-AIMS together.

UM2

Although the UM2 course is similar to UM1, the main difference is that training is designed to target the Unit Movement Coordinator (UMC) /Installation Transportation Office (ITO)/Deployment Support Team (DST) personnel. Their procedures are reviewed in granular detail with clarity on their respective profiles in TC-AIMS II. Emphasis is placed on those functions performed at the brigade and battalion level including, but not limited to:

- Creating Segments and Legs
- Loading Conveyances
- Planning Convoys
- Creating Support Requests/Tasks
- Documenting Movement Plan

The course also offers a thorough, practical understanding of AIT.

Overall, the course redesign extracts relevant tasks and teaches functionality that directly correlates with users' jobs. Users have a better understanding of their roles and responsibilities in the deployment process, as well as being able to conceptualize their functions in the application.

Thus far, training has been conducted at Fort Eustis, Fort Dix, Fort Bliss, Hawaii and WILL BE COMING TO AN INSTALLATION NEAR YOU!

You must adhere to prerequisites for each class prior to attendance. View these prerequisites, upcoming training dates and more at: *www.tis.army.mil/training.htm*.☺

"Users have a better understanding of their roles and responsibilities in the deployment process, as well as being able to conceptualize their functions in the application."

Let's Talk IBS

By William T. Bristow
TIS Interoperability Analyst

Most people who have cause to read this publication know that IBS is the acronym for "Integrated Booking System." If you are in a military unit in the contiguous United States, and you need to send equipment across one of the large puddles of water surrounding our continent, you probably have had some form of communication with the good people at IBS. Let me assure you that IBS is NOT a bad word. IBS provides us with a vital link in our efforts to execute operations around the globe. Without the service provided by IBS, we would have a hard time getting to the fight.

In a nutshell, IBS has the daunting task of being the primary execution system for booking surface cargo within the Defense Transportation System. From Sustainment cargo to Unit Move cargo, and everything in between, IBS's efforts help us move cargo in every imaginable category. Most of our readers know the two main surface cargo planning systems, IBS and her mate.

The mate to IBS in this effort is the Worldwide Port System (WPS). Prior to OIF/OEF, operations were less hectic than are currently being experienced within DoD. The normal business process for Unit Move shipments was simpler. IBS received a shipment request for surface movement of Unit Move cargo, and once cleared, the request was forwarded to WPS for movement on MSC shipping. In today's high-paced operational environment, IBS is forced to use commercial shippers to schedule Unit Move shipments as well. This process requires extra documentation, known as an Export Traffic Release Request (ETRR) that has caused some ripples across our transportation pond. The ETRR will be required for all Unit Move cargo that is transported via commercial shipping versus WPS scheduled MSC shipping. Understanding the pace of operations within DoD today, it is easy to see why it is vital for us to provide the best quality data possible to our transportation providers. So how can we do that?

Every user would like to create quality exports. The goal in the IBS market is to create ONE clean export followed sequentially by exports containing the normal and expected changes to the UDL that occur prior to departure. The process and software are both designed to support that goal. With that in mind, there are still some common errors that are being noted in the IBS export process. It may help to detail those errors and some procedures to help mitigate them. Believe it or not, even the version of TC-AIMS II you currently use can affect the quality of your IBS export. First, investigate some of the errors previously mentioned. Then ask yourself, "Self, what are the most common errors being seen in regard to the IBS export?" The most common errors follow:

Out-of-sequence export files received at IBS

It's not uncommon for IBS exports to be sent to IBS out of sequence. Actually, it isn't difficult to see how this occurs. For whatever reason, the original export was created but never sent. In some cases, users don't send an export to IBS initially because they're trying to avoid the problem of out-of-sequence exports, or because there is a fear of sending duplicate TCNs in a subsequent export. Then, users forget they haven't sent the original export file to IBS. This is being cautious; however, it causes a lack of a *Header Add* file.
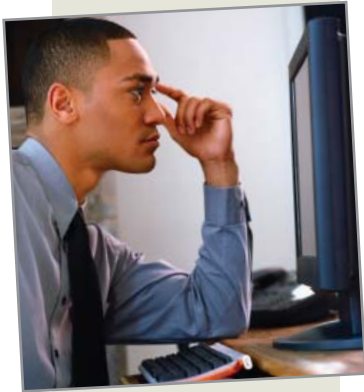
> *In a nutshell, IBS has the daunting task of being the primary execution system for booking surface cargo within the Defense Transportation System.*

All subsequent exports fail because there were no originals to reference. Users forget to send their original files and changes are made to plans in the Movement Execution business area. These changes still need to be sent to IBS—the exports are done again with updates, and resent to IBS.

Since IBS never receives their original files, and now receives transactional files that either delete, add or modify cargo, files are rejected by the IBS system because there are no original files (*Header Add–HA*) to reference.

Let's say for the sake of argument, you never sent an original file or a changed file. You know you made a mistake and now you need to create a clean initial export to send to IBS, even though you saved some changes over the original unsent export. Here's how you can clear your IBS export so that TC-AIMS II will see it as new, and you can send it to IBS. The new export will be a clean initial export, and all data will be accurate, including the changes you made. So here is what you do to clear that IBS export:

a. Open the IBS Export Window.
b. Click *Select All* and *Unassign*. This will create *Delete Records* for all items in the plan.
c. Export the data locally by clicking *Save As*, but do not send it to IBS.
d. Return to the IBS Export Window.
e. Click *Select All* and *Assign*. This will create *Header Add* and *Detail Add* records for all items in the plan.
    In other words, the system will see this as a new IBS export. NOTE: Be sure TCNs have been regenerated prior to creating the new export.
f. Export the data and send it to IBS.

IBS sequence errors can also occur when an original export is created, and sent to IBS

The normal process for reflecting changes to unit move equipment after the IBS export is completed is to make those changes in the executed leg within the Movement Execution (ME) business area. The problem occurs when changes made in the ME business area are not automatically transferred over to the MP business area.

This is important because users need to produce specific reports that pull data from the MP business area. A user decides to make changes in the MP area to avoid making the same changes in two areas of the software. Once a change is made, a user will *Execute* the leg again. The IBS export is then recreated and sent, but now IBS sees this as a ***new*** export. Since the new export has some of the same TCNs as the original export prior to the changes and the re-execute, IBS receives the export, the system recognizes the TCNs, and the file is rejected.

This is not a system error; it is a sequence error. The IBS system archives TCNs for twelve months, so once received, a TCN cannot be used again. When you send a file to IBS, make changes in MP, re-execute the leg, and then send another file to IBS, the potential to duplicate TCNs is great. The remedy for now, while painstaking, is to make changes in ME ***and*** in MP manually.

Incorrect TCNs

Common errors to IBS includes creating incorrect TCNs. When you consider the amount of tailoring we do to our data on a daily basis, it's not hard to understand how these incorrect TCNs can come to life. When a user changes secondary loads in linker, TC-AIMS II recalculates the SUNs. When a SUN changes, so must

"When you send a file to IBS, make changes in MP, re-execute the leg, and then send another file to IBS, the potential to duplicate TCNs is great."

"In an effort to improve data quality, future releases of TCAIMS II will include an automated method for re-generating TCNs under certain conditions."

the corresponding TCN. Therefore, the user must manually regenerate TCN(s) once secondary loads change. If TCNs are not regenerated, there is a potential for TCNs to duplicate within the same plan. This can happen when a box with a SUN is moved from one container with a TCN to another container with a different TCN. In the past, when a secondary load was changed, if the TCN was not regenerated, TCN duplication occurred. What is the fix? This one is easy; be sure to regenerate those TCNs.

Incorrect Government Bill of Lading Office Code (GBLOC)

The GBLOC should be entered in the user profile when TC-AIMS II is installed. It is important in the IBS export for two reasons. The GBLOC is used in the body of the export itself for normal purposes, and is also part of the Naming Convention of the export file when going to IBS. This is how IBS and the user are able to track the file in the IBS system. It is also part of the procedure for tracking the transactional files as exports go to IBS from a specific unit with a specific GBLOC.

Incorrect Water Commodity Codes (WCC)

The Water Commodity Code (WCC) is important to shippers, as it tells them how to handle each piece of cargo appropriately. The WCC is one of the myriad reference data elements provided by authorized authoritative sources and incorporated into the reference data for use by the TC-AIMS II user. Each user must understand that NOT ALL WCCs WILL BE CORRECT when they're received from these authoritative sources. You must verify and edit any commodity codes that you find to be inaccurate. Who do you trust more than yourself? You are your own best resource.

Erroneous or Incomplete Hazard Data

Hazard data of cargo to be shipped must be as accurate as possible. Suppose you package ammunition types that should not be consolidated, or mix chemicals that if blended create a volatile reaction? Results could be physically and financially catastrophic. Accurate hazard data in our exports helps transporters handle cargo appropriately to avoid these mishaps. Again, the user is his or her own best resource. It is of benefit to everyone involved for each user to verify the types of hazards involved with shipment of their unit cargo and accurately reflect that data in TC-AIMS II. If data is reflected appropriately in the UDL, it will automatically become part of the IBS export.

A common occurrence — the commodity code (WCC) does not correspond to the handling code (Water SHC), or lacks elaboration relating to the type hazard. TC-AIMS II will manage the data for you once it is in the system. Once the OEL is built with complete and accurate data, information traverses the system transparent to the user.

Again, the version of TC-AIMS II being used is significant to the user. Functionality is enhanced in addition to updated reference data. A user with a version of TC-AIMS II prior to 3.02.001.09.03 would benefit by upgrading the version they use to the most current fielded version of TC-AIMS II. The IBS Previewer was discussed in Volume X, Issue 4 of *The Deployer*, released in the Fall of 2005. The Previewer will be available in maintenance build 5, scheduled to be delivered to the government later this year.

Okay, you have a good export. What is the best way to get your data to IBS?

As of 1 July 2006, the business process for data transfer has changed at IBS. Due to firewall and router changes at IBS, they no longer accept files that do not come from secure FTP or SSH sites.

To accommodate our users, JPMO is providing our users with an interim customer support solution until TIS Messenger is fully implemented. TIS requests that all users call the TIS Help Desk as soon as their IBS export files are ready to be transmitted from either TC-AIMS II or TC-ACCIS.

If the originating system is TC-AIMS II, the UMC/ITO will need to email the IBS data file to the TIS Help Desk. If the originating system is TC-ACCIS, the TIS Help Desk staff will acquire the file directly from the TC-ACCIS server. The Help Desk will then use its secure FTP link to forward the export file to IBS. The following is contact information for the TIS Help Desk:

> 703.752.0806
> (866) TCAIMS2 (866.822.4672)
> DSN 221.5000
> tishelpdesk@eis.army.mil
> www.tis.army.mil/help.htm

Finally, IBS has your file. Lo and behold, there is a question — and you need to check your data. IBS posts a copy of all files received from COMPASS, TC ACCIS and TC-AIMS II, as well as ATCMD files that IBS sends to WPS. The requestor must have a "Need-to-Know" and an active SDDC ETA account to view the files. Additionally, it is presumed that you understand the interface file formats. For assistance with any of the below instructions, please contact the IBS Service Desk at 800.851.8449 or *ibsservicedesk@sddc.army.mil*.

You will have to request an ETA account if you don't have one. Once you have an account, you'll need to register for access to the "IBS Unit Information" module. Here is how you can check data at IBS once access is granted:

Accessing Reports:

To view imported files from TC-ACCIS, TC-AIMS II and COMPASS:

- Go to: www.sddc.army.mil
- Select FREIGHT/CARGO on the left side of the screen
- Select IBS Unit Reports (IBS UNIT) from the list of options
- Select *Import* for files sent to IBS. A submenu will appear.
- Select *umd* to view files from TC-ACCIS and TC-AIMS II
- Select *auel* to view files from COMPASS

These directories contain exact copies of files received from external systems, as well as any associated error reports. Error reports are produced whether errors occurred or not. Each file also has an associated IBS Input Report. This report lists TCNs successfully imported into the database. Files are sorted by GBLOC of the Installation and then by time received.

To view ATCMD export files:
- Go to www.sddc.army.mil
- Select FREIGHT/CARGO on the left side of the screen
- Select IBS Unit Reports (IBS UNIT) from the list of options Select *Export* to view ATCMD files sent from IBS to WPS

This directory contains exact copies of the ATCMD files generated by IBS and sent to WPS.
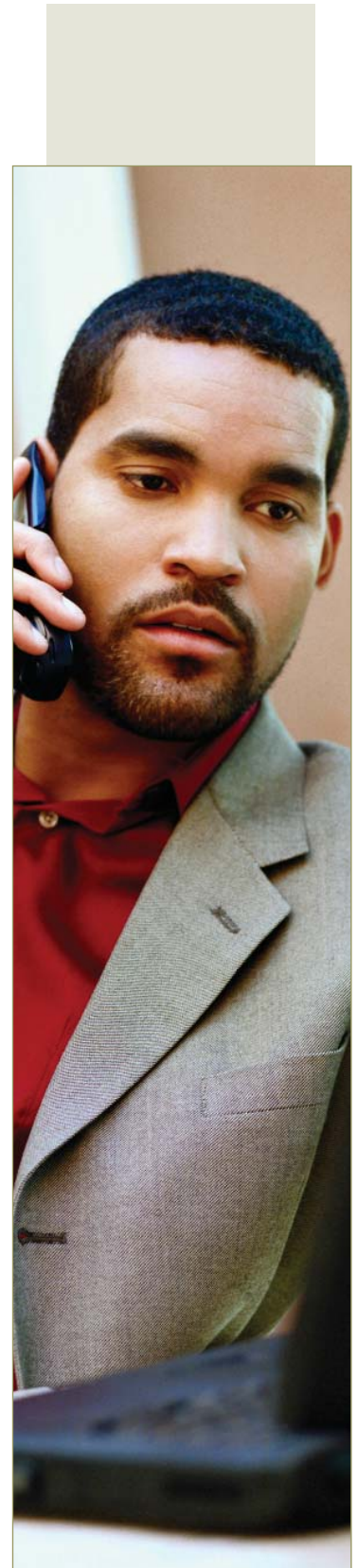
TC-AIMS II Fielding Process for Unit Move Capability

By Douglas Garrell, Former ILS Director

The TC-AIMS II Block 2 application is the key component for transforming the Army deployment process from an ITO-centric process to unit-centric process. Successful fielding of the unit move capability requires integration of new equipment fielding, new equipment training, and changing the deployment process.

The Army Order of Precedence (AOP), approved June 2000, establishes the concept and sequence for fielding TC-AIMS II. The AOP creates a regional fielding concept focused first on power projection platforms and power support platforms that will create a unit move capability that meets the installations AR 5-9 unit move responsibilities and provides Army units with a new capability to plan and document unit deployments. The follow-on fielding effort will continue the regional concept for those units not receiving TC-AIMS II concurrent with power projection and power support platforms.

Executing this strategy requires concurrent coordination across multiple MACOMS and supporting activities. **Figure 1** chart outlines the sequencing of key planning, coordination, and execution activities in the TC-AIMS II fielding process. TC-AIMS II fielding concludes with a system implementation meeting which establishes the date for TC-AIMS II to become the system of record for that fielding location.

This slide is available at: https://www.tis.army.mil/Library/Deployer%20Slides.ppt
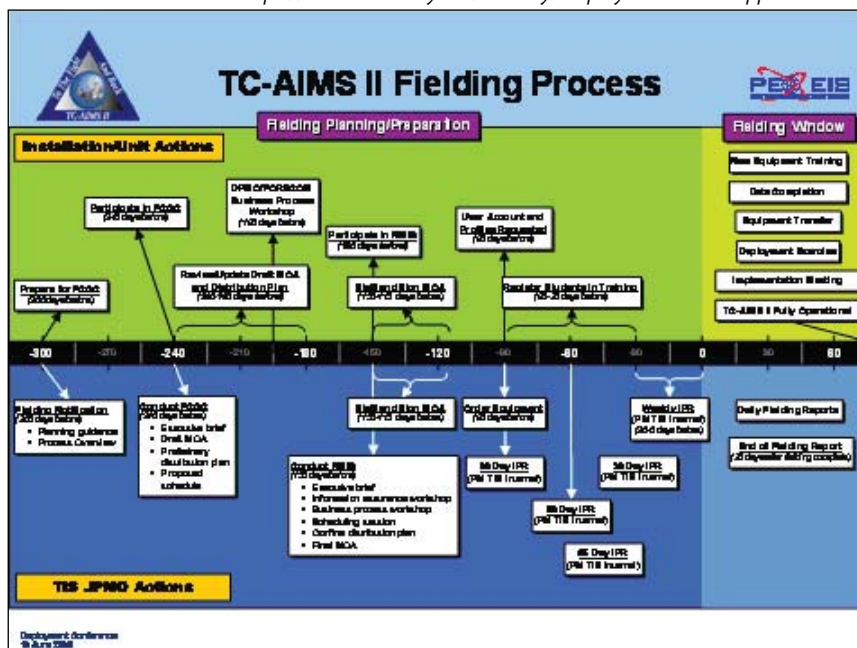

Figure 1-Outlines sequencing of key planning, coordination, and execution activities.

The Fielding Command Gaining Command Brief (FC/GC) initiates the TC-AIMS II fielding detailed planning process for an Army installation and its supported units approximately 240 days prior to the beginning of fielding. The FC/GC has two key components. The first activity is an executive brief for commanders and key leaders involved in or supporting deployments from that region supported by the installation. This briefing provides an overview of the TC-AIMS II capabilities and the planning event timeline leading to TC-AIMS II implementation as the deployment system of record. The JPMO and FORSCOM identify areas for command emphasis. The second FC/GC activity is a workshop for the key action officers from the installation to understand the scope for each event in the TC-AIMS II planning and implementation process. The JPMO provides a preliminary distribution plan, new equipment training schedule, and draft memorandum of agreement for review and coordination. The major fielding event schedule produced by the FC/GC workgroup becomes the framework for planning and coordination until the memorandum of agreement is signed by key participants.

The Deployment Process Working Group is conducted about 210 days prior to fielding for installation and supported units to review the Army deployment unit centric business process using TC-AIMS II and begin the transition from their current deployment process using TC-ACCIS. DPMO and FORSCOM lead this session using a set of unit centric generic tactics, techniques and procedures to assist installation and support units in establishing roles and responsibilities for unit movement officers; staff officers and unit movement coordinators at battalion, brigade, USAR

RRC, and ARNG JFHQS; and the ITO staff. These deployment process roles and responsibilities become the framework for draft changes to unit and installation deployment SOPs.

The JPMO, FORSCOM and DPMO use the work group products to develop materials that will be used to conduct the capstone fielding event called a Deployment Exercise.

New Material In-Brief (NMIB) occurs approximately 180 and 150 days prior to the TC-AIMS II fielding window. It consists of a series of briefings, planning sessions and visits to key facilities which support the fielding process. Key sessions include the JPMO presentation of system capabilities; the proposed installation deployment process by the ITO; equipment distribution validation; detailed scheduling of training and fielding events; and a final review of the fielding event schedule.

Figure 2 outlines the NMIB schedule and is adapted to installation and the units participating in the fielding event. The NMIB results are used to update the memorandum of agreement which began staffing at the FC/GC. The Final Draft Memordandum becomes the documented agreements for managing the fielding process until the MOA is signed.

The on-site process encompasses legacy system data transfer, new equipment training, equipment transfer to units, and a Deployment Exercise. **Figure 3** graphically depicts a typical process that is tailored to the needs of the specific fielding site. Command emphasis is essential to ensuring correct personnel are trained, trained personnel accurately transfer and update

Date	Time	Activity	Personnel to Attend
Day 1	0930 -1130	TC-AIMS II Fielding By JPMO TIS Business Process Briefings by the Installation	ITO, Corps Trans Office, Corp G3/4, Div G3/4, Sep Bde S3/4, COSCOM staff, all DST's
	1300 -1700	Information Assurance & User Account Management Workshop	ITO, Corps Trans Office, Corp G3/4, Div G3/4, Sep Bde S3/4, COSCOM staff, DST's
Day 2	0830 -1130	Coordination visit to DOL, DOIM, Distance learning facility	
	1300 – 1700	Major Unit planning session 1	Div G3/4, DTO, Bde level S3/4
Day 3	0830 -1130	USAR & USARNG Planning Session	TBD by NGB and USARC
	1300 – 1700	Major unit planning session	COSCOM Staff, Group/BN S3/4
Day 4	0930 -1130	Separate Bde Session (up to 3 Separate bdes)	Bde S3/4
	1300 – 1700	Separate Bde Session (up to 4 Separate bdes)	Bde S3/4
Day 5	0830 -1130	MOA Scrub	NGB, USARC, ITO, and FORSCOM

Figure 2-Typical Site Survey Schedule

legacy system data, and trained key personnel participate in the Deployment Exercise.

The Deployment Exercise is the capstone fielding event and begins the transition to making TC-AIMS II the system of record. The exercise is facilitated by a

SME team using a deployment scenario, a set of major event sequence list, and a Time Phased Force Deployment Data to guide participating units through a deployment planning and documentation process. Users perform their respective tasks

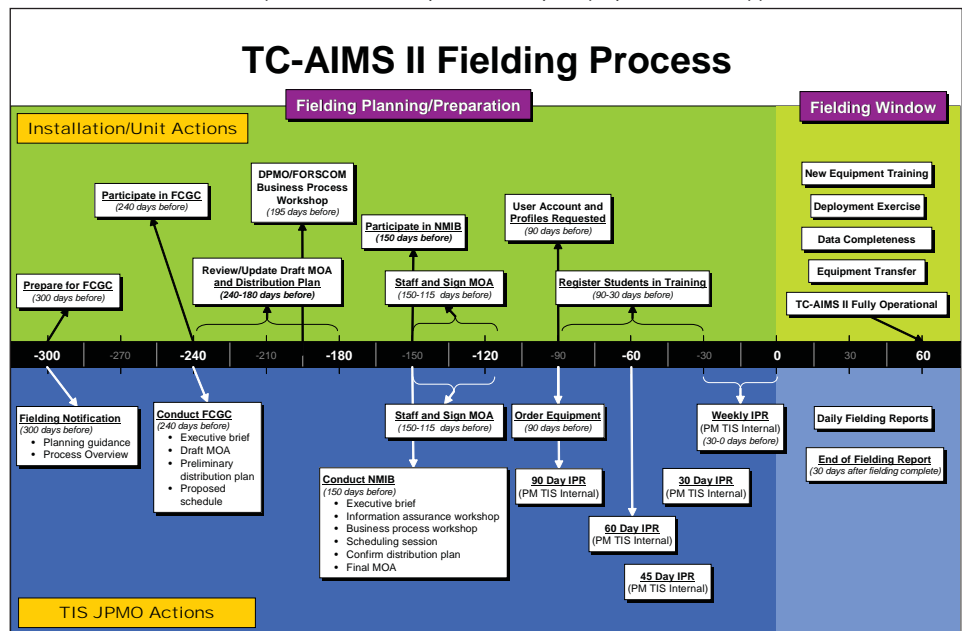*This slide is available at: https://www.tis.army.mil/Library/Deployer%20Slides.ppt*

Figure 3-Typical process tailored to needs of specific fielding site.

using their actual unit data in the Enterprise operational environment following the tactics, techniques and procedures defined during the Business Process Workshop. It assists the installation in validating the intended TC-AIMS II based deployment process. Materials and documentation used by the SME team to facilitate the Deployment Exercise are provided to the participants for their use in facilitating their own deployment exercises after TC-AIMS II becomes the system of record. **Figure 4** outlines the potential deployment exercise participants who will be tailored during the Business Process Work Shop and confirmed at the NMIB.

The Implementation Meeting is the concluding fielding event and begins the final steps for TC-AIMS II to be the deployment system of record for that installation and its supported units. The FORSCOM/IMA Policy requires TC-AIMS II to be system of record within 90 days after fielding completion. It is recommended FORSCOM and IMA convene the meeting within one week of the completion of the Deployment Exercise. During the implementation meeting:

- PM TIS will present the status of training conducted; data completion/migration; equipment configuration and transfer; and TC-ACCIS disposition instructions.

- FORSCOM/DPMO will present a Deployment Exercise After Action Review.

- Installation and the designated FORSCOM unit will present updated business process and tactics, techniques, and procedures that support the installation and unit deployment SOPs; identify issues and concerns; and identify all known deployments before and 60 days after the system of record date.

- HQS FORSCOM and HQS IMA set the system record date and critical actions requiring resolution prior to the system of record date. ⊕

| Organization Type	Player Role	Account Profile
ITO	ITO	ITO
ITO	Unit Move	ITO Unit Move
ITO	Freight	ITO Freight
CORPS HQS	Unit Move Coordinator	Brigade UMC
COSCOM HQS	Unit Move Coordinator	Brigade UMC
COSCOM BN	Unit Move Coordinator	BN UMC
COSCOM BN HHC	DEPLOYING UNIT	Company UMO
CO of COSCOM BN	DEPLOYING UNIT	Company UMO
CORPS SEP HQS	Unit Move Coordinator	Brigade UMC
CORPS SEP BN	Unit Move Coordinator	BN UMC
CORPS SEP BN HHC	DEPLOYING UNIT	Company UMO
CO OF CORPS SEP BN	DEPLOYING UNIT	Company UMO
DIV HQS	Unit Move Coordinator	Brigade UMC
DIV BDE	Unit Move Coordinator	Brigade UMC
DIV BDE HHC	DEPLOYING UNIT	Company UMO
DIV BN	Unit Move Coordinator	BN UMC
DIV BN HHC	DEPLOYING UNIT	Company UMO
CO of DIV BN	DEPLOYING UNIT	Company UMO
USAR RRC	Unit Move Coordinator	ITO Unit Move
USAR CO LEVEL UNIT	DEPLOYING UNIT	Company UMO
ARNG JFHQS	Unit Move Coordinator	ITO Unit Move
ARNG CO LEVEL UNIT	DEPLOYING UNIT	Company UMO

Figure 4-Outlines potential deployment exercise participants

technical tips

Using Flash Drive with the Enterprise

By Melina Culver
TIS Curriculum Analyst

A cautionary note to users of newer laptops that aren't equipped with floppy drives -- the Citrix Web interface synchronizes to your computer's drive paths at logon. If you intend to transfer data, a USB Flash drive must be connected/inserted via the USB port prior to logon in order to be recognized by Windows XP or Windows 2000. ☺
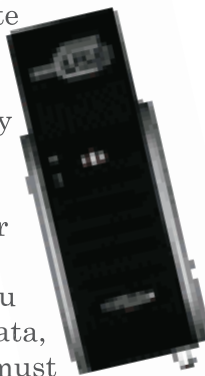
Let's Talk IBS

continued from Page 7

The file naming convention is as follows:
- *IBSXX###* where *IBS* is fixed
- *XX* is the two-character *Type Data Code (TDC)*
- ### is the sequence number from 1-999, with 001 starting the sequence.

You must have an estimated time of ATCMD generation and know the TDC in order to locate the specific file released from IBS to WPS.

It is our sincere hope that this information helps improve the process of providing Unit Move data to IBS for shipment. ☺

SEARCH PATTERNS

By Eric Gustafson, TIS Functional Analyst

Recently, while using the lookup table ("Select a record" window) for a DODAAC within TCAIMS II, I resorted to the time-tested search method of using the Windows wildcard symbol "*" (asterisk). I wanted to find a Fort Bragg address (Figure 1). No luck. But why?

One of our programmers later solved the problem (after he finished laughing at me), by reaching over, deleting my "*," replacing it with a "%" (percent sign) and pressing the return key (Figure 2). A list of FT BRAGG addresses appeared. It was explained that TCAIMS II is a Sybase program, and Sybase uses a "%" symbol as its wildcard.

For example, as you can see in Figure 2, the name 'BRAGG" appears within text in multiple rows of the address column,and the "%" symbol finds each row containing the word "BRAGG."

Figure 1

Figure 2

In the third row of Figure 2, look for the word "BLDG" in the address column. If you use the "%" wildcard before the word "BLDG" in the "What" field, and click the "Find" button, each row of text within the address column containing the word "BLDG" will be highlighted.

Without the use of the "%" wildcard symbol, your search capability is considerably limited to finding values as they appear in the selected column, or to scrolling down row by row until you find what you're seeking. ☺
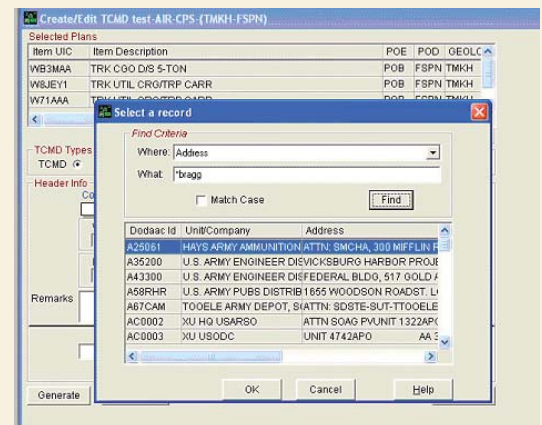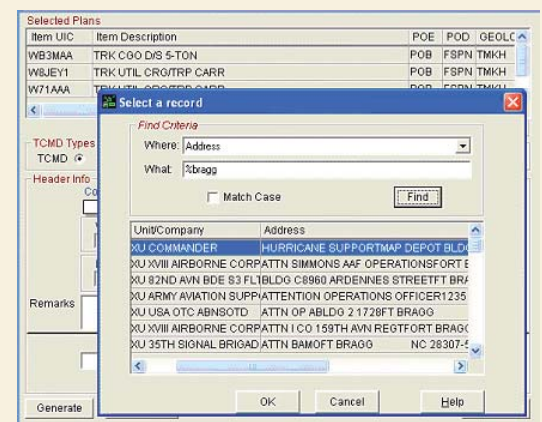
Interim Subscription Service

By Marcus Odum
Former TIS Help Desk
Manager

The TIS Subscription Service is a web-based portal hosted by Army Knowledge Online (AKO). It is a repository as well as an access point for subscribed data files through the utilization of current functions and capabilities of the TIS Enterprise and AKO.

The subscription service will allow users who currently use the TIS Enterprise a fail safe in the event the Enterprise is not available. Enterprise users will have the ability to download their latest UICs and plan data, and continue operations in any breakaway or non-Enterprise configuration.

In order to access the Subscription Service, the local user account manager (UAM) must submit a subscription service account request to the TIS Help Desk. Upon receipt, the Help Desk will V3 the data from the enterprise and upload it to the subscription service.

Once the data has been uploaded, the UAM will receive an email from the Help Desk stating that the data is available. The user can then sign into AKO and view files via the Interim Subscription Service link provided in the email from the Help Desk. ☮

FAQs

What is the connection between Movement Planning and Movement Execution?

By Carla Brown, TIS Functional Analyst

Often you'll find that once a plan has been executed there will be a need to make changes. There are many misconceptions in regards to making changes in Movement Planning (MP) and Movement Execution (ME). Many users believe that when you make changes in *Movement Planning* it will automatically flow to *Movement Execution*– NOT TRUE! The two Business Process Areas are completely separate.

These areas are defined as follows:

Movement Planning — Provides units the ability to receive deployment/redeployment requirements, and create tailored movement plans.

Movement Execution — Provides units the ability to order asset movement, receive notification of moves, inspect loads, and track unit move information.

Apply this rule of thumb — Stay within the Business Process once you've executed a Leg of a Plan, and then make all additions, deletions and replacements in *Movement Execution.* If you decide to add, delete or replace assets in *Movement Planning* after that Leg has been executed, then you will have to re-execute that Leg in *Movement Execution.*

Re-executing that Leg will cause the system to overwrite all additions, deletions and replacements that were previously made for that Leg in ME.

Also, overwrites will occur in ME if things like a GBL for Rail or an IBS export for Sea have been produced. For example, if an initial IBS export and some transactions have been sent, and then you re-execute the leg — the system will reset the export back to the initial send. This won't result in a data loss, but IBS will not be expecting another "initial" file. ☮

Making Changes in Movement Execution

By Carla Brown, TIS Functional Analyst

Making changes to equipment in an executed leg(s) should be more of the exception than the rule. The majority of changes should take place in Movement Planning. But more often than not last minute Additions/ Deletions are sent down from Higher Headquarters. Below are steps to assist you when changes are made in executed Legs(s).

LOADING, ASSIGNING AND ADDING IN MOVEMENT EXECUTION

1. Log in to *TCAIMS II*.
2. Double click on *TCAIMS II* (Navigator) to expand menu.
3. Click "+" — left of *Movement Execution* to expand menu.
4. Click "+" — left of *Edit Assets* to expand.
5. Click "+" — left of *UDL* to expand.
6. Double click *Assign/Source Equipment*.
   NOTE: If no movement execution plan is open, the system displays message "There is no current Movement Execution plan. Would you like to open one?" Click *YES* to display TC-AIMS II window.
7. Double click on plan name with bolded "P," click on required leg to highlight it. Click *OK* button to open plan and display plan name on top of screen and display *Assign/Source Equipment* screen. *NOTE: Army units only! Scroll to right and view SUN to ensure a TCN can be generated.*
8. Highlight required equipment in *OEL* window to be added to leg and click on *Assign* icon on tool bar.
9. Click *Save* icon to save data, then close screen.
10. Double click *Movement Plan*.
11. Click *Leg* button and select required leg.
12. Click *Equipment* button.
13. Highlight equipment to be added to leg and click *Assign* button.
14. Click *OK* to save data, then click *Cancel* to close process.
15. Click "+" — left of *Consolidate/Load Assets*.
16. Click "+" — left of *ME Loader*.
17. Double click *Sea. Watercraft Conveyance* screen opens.
18. Double click *Conveyance*.
19. Click *Available Cargo* button.
20. Highlight *Equipment to be Loaded on Conveyance,* then click *Load*.
21. Click *Function* option on tool bar.
22. Click *Create TCNs* option.
23. Click radio button to *Create TCNs for ALL Items in the Plan* and click *OK*.
24. After TCNs are created, system displays *Generated TCNs* window. Review information and click *OK*.
25. Click *Save* and *Refresh* then *Close* sceen.
26. Click "+" — left of *Create/Edit*
27. Double click *Create/Edit TCMD*.
28. Highlight added equipment, click *Re-generate* (Item will turn red), *Save* and *Cancel*.

Equipment is often removed from *Movement Execution Plan* for numerous reasons, i.e., non-operational, transformation and new requirements. Here are some steps to assist you with this process.

UNLOADING, UNASSIGNING AND DELETING FROM MOVEMENT EXECUTION

1. Log onto *TC-AIMS II*.
2. Double click *TC-AIMS II* (Navigator) to expand.
3. Click "+" — left of *Movement Execution* to expand
4. Click "+" — left *Consolidated/ Load Assets*.
5. Click "+" — left of *ME Loader* to expand.
6. Under *ME Loader*, double click on *Conveyance*. NOTE: If there is no *Movement Execution Plan* open, system displays message, "There is no current *Movement Execution Plan*. Would you like to open one?" Click *YES* to display TC-AIMS II window. Do Step 7 if no plan is open – if plan already open, skip to Step 8.
7. Double click on plan name with bolded *P*, click on required leg to highlight it. Click *OK* button to open plan and display plan name on top of screen and display *Watercraft Conveyance* screen.
8. Double click *Conveyance* you would like to open.
9. Click *Loaded Cargo* tab.
10. Highlight equipment to be unloaded. Click *Unload, Save* and *Refresh. Unloaded Equipment* will now appear in *Available Cargo* tab. Close screen.
11. Double click *Movement Plan*.
12. Click *Leg* tab; select required Leg.
13. Click *Equipment* tab; highlight *Equipment to be Unassigned*.
14. Click *Unassign*.
15. *Refresh* and *Save*. Close screen.
16. Double click *Assign/Source Equipment*.
17. In *UDL* screen, highlight same equipment you *Unassigned* in *Movement Plan*.
18. Click *Unassign* symbol on tool bar
19. *Refresh* and *Save*. ☺

Introduction to TIS Navigator

By Patty Merritt, TIS Test Engineer

TC-AIMS II will have a slightly different look in the near future. The TIS Navigator will make its debut in TC-AIMS II Build 3.02.004. The TIS Navigator will be an additional graphical user interface (GUI) with limited features until future builds allow for further integration. It is the Transportation Information Systems (TIS) intent to eventually use TIS Navigator as the sole means for users to access all TIS applications. During this transition, the old TC-AIMS II icon will be permanently replaced by TIS Navigator; therefore, access to TC-AIMS II and other applications and modules, based on user profiles, will be managed through TIS Navigator. See the following snapshots to get a look of what to expect.

In **Figure 1**, the user has entered his Citrix logon and password and selected the appropriate domain. He then clicked on the folder named for the application and servers to which he has been given access. The icons displayed in **Figure 1** on the bottom row are from Build 3.02.004.03. The icon on the lower right corner of the icon display box is the TIS Navigator.

Once the user clicks on the TIS Navigator icon, he will have to logon using his TC-AIMS II User ID and password. The view in **Figure 2** is the TIS Navigator window for Build 3.02.004.03 opened in the Navigator display area. The modules/process areas are limited in this build to those in this view. The user must logon to the normal TC-AIMS II icon to access the Unit Move modules/Business Process Areas.

Figure 3 shows modules/process areas in a Block 3 build, planned for Development Testing, opened in the Navigator display area. There will no longer be a TC-AIMS II icon, only the TIS Navigator icon. As you can see, Block 3 includes the previously fielded Unit Move modules/process areas and new modules/process areas that support Joint Reception, Staging, Onward Movement, and Integration in Theater Operations. ☺
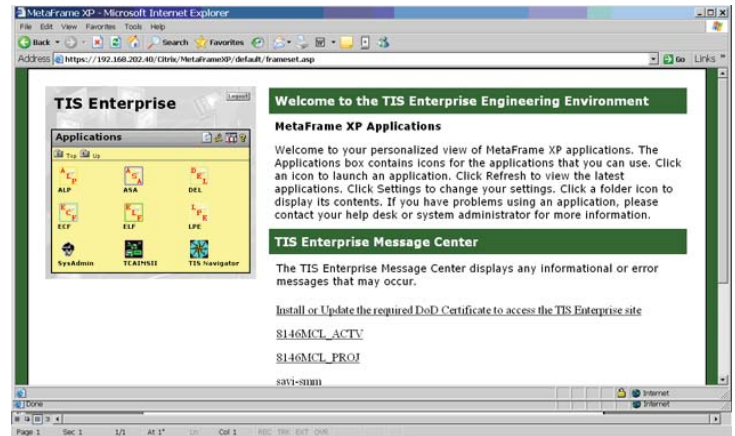

Figure 1 – SysAdmin, TCAIMSII, and TIS Navigator

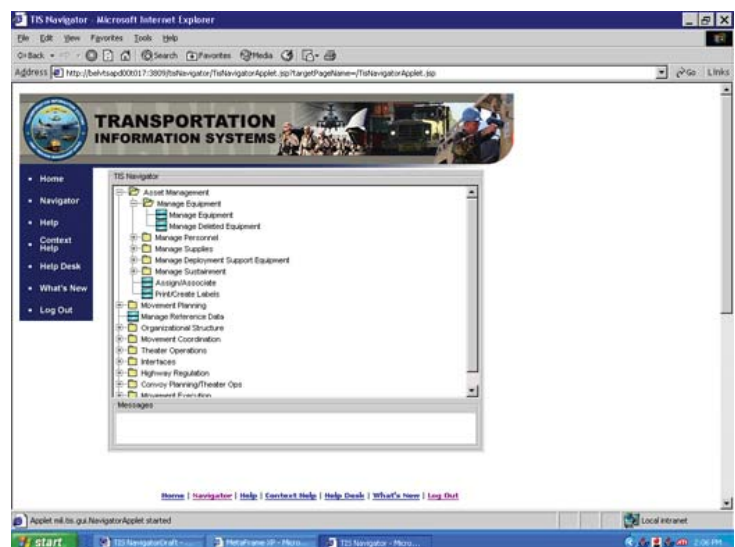Figure 2 – Open Tree View of TCAIMSII modules

Figure 3 – Future Open Tree View of TCAIMSII modules

PEO EIS Organizational Day 2006

The annual PEO EIS Organizational Day was held Friday, 16 June 2006 at Fort Belvoir's P2 Field. Hundreds of attendees enjoyed music, food, refreshments, door prizes, sports, K9 demonstrations, karaoke, and games for children.

The day began with a Military vs. Civilian softball game. The Civilians sought to defend last year's victory, but the Military came on strong to take the trophy in the last inning.

The PEO Championship Volleyball Tournament was the main event. As four-time defending champions, PM TIS was on every team's hit list.

After winning their first series against a determined AKO squad, TIS advanced to the finals and faced a determined team from PEO, AMD, and a crowd of "anyone but TIS again" supporters. A "Best-Out-of-Three" series ended with TIS taking the first two games to get their fifth straight title. Teams are probably recruiting ringers now for next year's game in an effort to halt the volleyball dynasty that is TIS!☺

TIS Puzzler
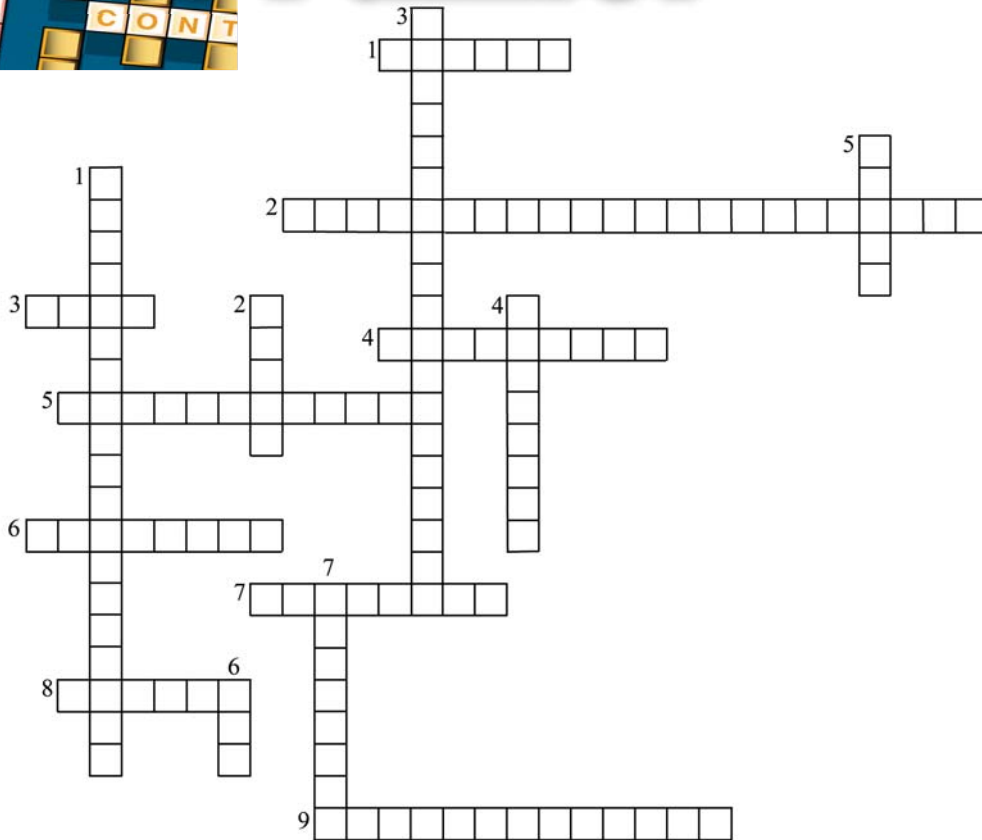
Across:
1. Movement of 6 vehicles or more
2. A Company's unique characteristic identifier
3. Transportation Control Movement Document (Acronym)
4. Water _____ Code
5. Return from deployment
6. TCAIMS II newest printer
7. Where you go to reset password while in Client Server
8. Ship load planning system
9. Water/Air moves

Down:
1. UMO (Spelled out)
2. Proponency for the TCAIMS II system
3. TCAIMS II interface partners for sealifts
4. Document describing how equipment on Ships or Aircrafts are stored
5. Major Command (Acronym)
6. Software Installation Plan (Acronym)
7. Reads Military Shipping Labels

Would YOU like to receive The Deployer?
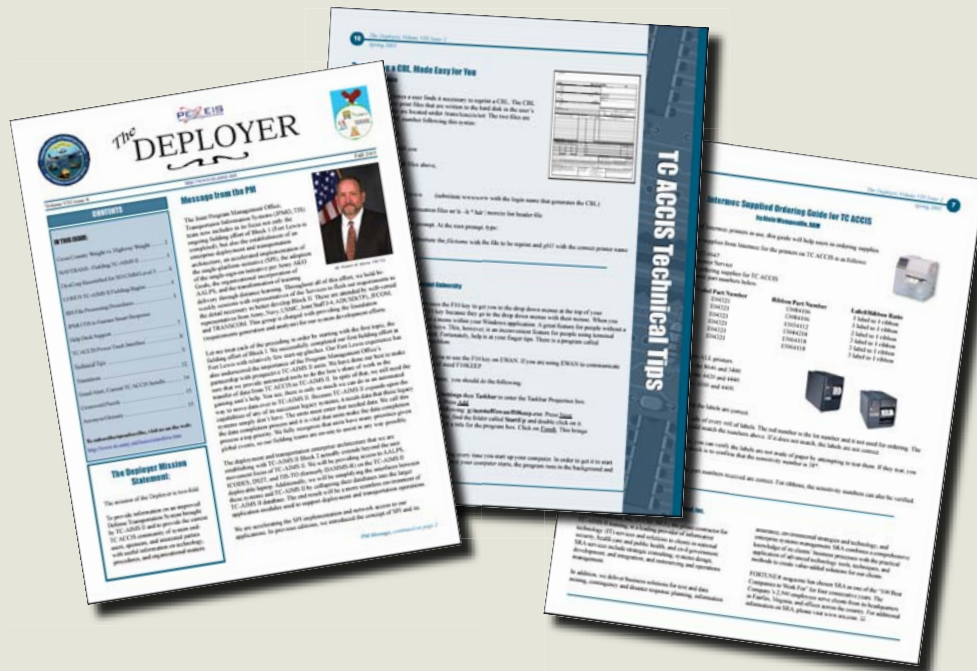
To receive our quarterly newsletter electronically,
or to be removed from our list, please visit
https://my.eis.army.mil/deployer_sub

Please Help Us Help You!

E mail ALERT

If you e-mail the TIS Help Desk using a private e-mail address (e.g., AOL, Comcast or Hotmail), please give your name, location, and association with the project. If this information is not included in your e-mail, the resolution process will be delayed until it can be obtained. Please help us so that we may better help you!
Thank you for your cooperation.

Help Desk Toll-Free Number!

For questions about TIS applications, contact us via our toll-free line, DSN number or email address:

**1.866.TCAIMS2 (1.866.822.4672) or DSN number: 221.5000
or e-mail: tishelpdesk@eis.army.mil**